

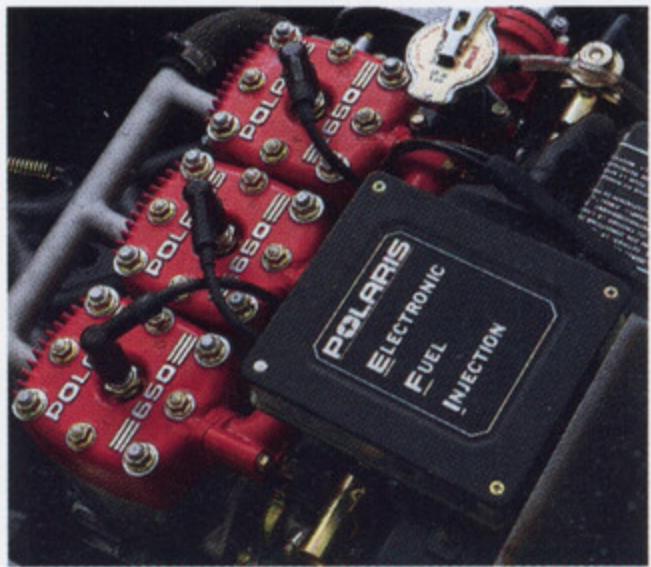
Be A Believer.



**POLARIS®**  
Believe It.

# Introducing The Latest Innovation From The Folks Who Broke The Rules.

At Polaris, it is believed that a company without the means of innovation is without the means of success. Therefore, since building the first snowmobile thirty-six years ago, Polaris hasn't stopped improving its basic idea. Over the years, this quest for perfection has grown the sport of snowmobiling and created a list of unrivaled accomplishments.



*Indy 650 RXL with Electronic Fuel Injection.  
The cutting edge of two-stroke technology.*

To name a few let's start with one of the "Ten Best Ideas" in snowmobiling—Polaris Independent Front Suspension (IFS). Considered to be the standard by which all imitators are judged. Next, long-travel rear suspension (now with Dial-Adjust tuning) was bred in competition and continues to be proven supreme by riders throughout the world. Frequently imitated, but never equalled, Polaris performance clutches are simply the best. And when your bread and butter is superior performance, you had better build superior brakes. So Polaris was the first, and remains the only, manufacturer to use hydraulic disc and liquid-cooled hydraulic disc brakes on its fastest sleds. An impressive list of uncompromising achievements.

## WHERE DO YOU GO FROM HERE?

Now with the introduction of the Indy Lites and Indy 650 RXL, Polaris becomes the only manufacturer that exclusively builds snowmobiles with



*Indy Lite shown with accessory front bumper.*

# Innovations In Snowmobiling. Brought You Snowmobiling.



IFS. From top to bottom, Polaris offers sixteen of the best-built, most action-packed machines to ever cross snow.

The Indy Lites are the first low-priced, lightweight snowmobiles to handle like an Indy. These machines are nimble and quick. Yet they're less expensive than you'd ever imagine. In fact, snow has yet to see such value.

The Indy 650 RXL. At last, after years of extensive development, Polaris introduced the first Electronic Fuel Injected (EFI) snowmobile. It's only fitting that this new three-cylinder Polaris bear the name of the spectacular high-performance model that originally introduced

IFS in 1976. As Polaris sees it, improving snowmobiling goes beyond building better snowmobiles. It includes other essentials. So Polaris created Winterwear, taking winter clothing light years from bulky one-piece snowsuits.



With Polaris Winterwear you stay warm, comfortable and always in style.

## POLARIS WINTERWEAR. DESIGNED BY SNOWMOBILERS FOR SNOWMOBILERS.

Designed by snowmobilers for snowmobilers, Polaris Winterwear and accessories are born of snow and cold. With brand names like Hein Gericke leathers, Gore-Tex® fabric, and Bell® helmets you stay warm, comfortable and always in style.

Polaris Leathers, crafted by Hein Gericke, are made with the same level of craftsmanship that goes into every Polaris snowmobile. Lasting for years, they're more of an investment than an expense.

Always striving to bring you the best products, Polaris was first in the snowmobile industry to use the amazing Gore-Tex fabric in its line of Winterwear apparel. You'll appreciate innovations like these when it's time to meet Ol' Man Winter.

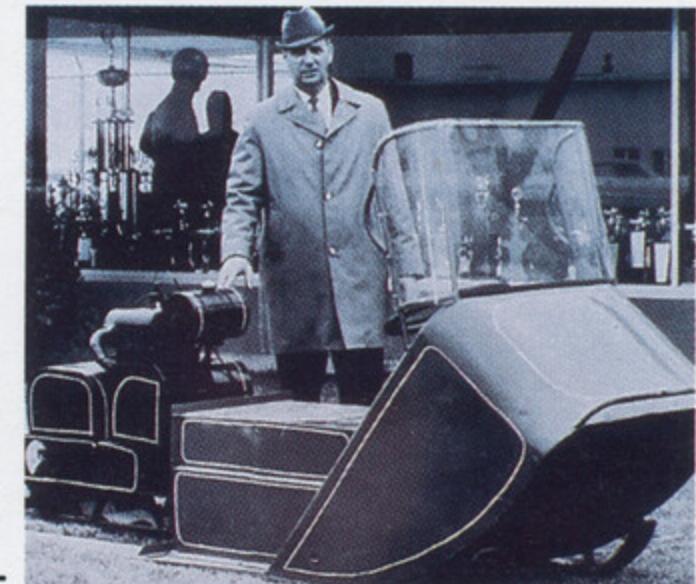
## BUILDING FOR THE FUTURE.

Looking into the future is the only way to secure a past. So Polaris continuously searches for ways to improve not only its products, but the sport of snowmobiling as well. With such foresight, Polaris created the *GRANT-IN-AID* program.

This unique program provides grants of up to \$1,000 to snowmobile clubs and associations to help fund projects that fall outside their regular activities. For instance, building a Park 'n Ride lot is a great idea. How does your club get this grant? Simple. Just send a written outline of your club's idea, a timetable for the project, how much money you need (up to \$1,000), and any other information you feel is important and would help Polaris make its decision.

Mail this information to Polaris before October 1, 1990. Address it to: Marlys Knutson, Polaris Industries L.P., 1225 Hwy. 169 North, Minneapolis, MN 55441. If you have any questions, please call Marlys at (612) 542-0500.

It's been said that the only constant is change. However, Polaris has found one exception. In Roseau, Minnesota, where Polaris snowmobiles were born and continue to be built, "Made In America" continues to stand for pride in workmanship, quality in manufacturing, and the same honest values that form the foundation of the Polaris tradition. What novel ideas.



A company without the means of innovation is without the means of success.

# Escape Monotony.





Cabin fever? It afflicts the less adventurous. But you know the cure.

It starts with a crunch beneath your feet. Then a rumble in your ear. And next—ZING! Ho-hums are ditched in a cloud of powder.

Consider yourself among the lucky. While those other folks are trying to start a fire, yours is already lit.

## INDY STARLITE

"Star light, star bright...I wish I may, I wish I might..." For many, the Indy StarLite is indeed a wish come true. Finally, an entry-level sled that handles like an Indy (6 $\frac{1}{4}$ " of front travel). Powered by a 250 fan-cooled engine, this lightweight Indy has plenty get up and go. Plus, as with every other Indy this year, StarLite has greater security measures—all part of the Polaris Anti-Theft System (P.A.T.S.)—like stamped serial numbers on the engine and bulkhead to ensure its shining future. Everything you could have wished for in an entry-level sled at a price you'd never dream of—

only \$2,199\*



Flared windshield directs bone-chilling wind around the cockpit.



Shown with accessory front bumper.

## INDY LITE

Designed to be more than a light sled with IFS, this machine has the heart and soul of an Indy. An aerodynamic hood, with large front vents, allows its 340 fan-cooled twin engine to run all day without letting up. The speedometer and other controls are easy to see and reach because they're mounted on the adjustable handlebars. The new seat design offers maximum rider comfort. A flared windshield directs bone-chilling winds around the cockpit. And front and rear storage provides more than enough space for tools and stuff. All of this at an unbelievable price—just \$2799.\* What more could you ask for?



Polaris IFS creates legendary Indy handling.



Shown with accessory front bumper.

\*Prices do not include freight, set-up, or taxes.

## INDY SPORT 440

This machine will give you a perfect introduction to the joys of winter touring. Just grab a hold of the adjustable handlebars and let its new 440 fan-cooled engine take you for a cruise. Twin VM30SS carbs provide excellent fuel economy and easy starts. While a new block-pattern track dishes out aggressive traction without sacrificing handling. Other standard equipment includes: speedometer; trip meter; and improved parking brake. The Indy Sport. Dollar for dollar, it's the most fun for your money.



In 1991, the Indy Sport will have 440 power. And twin VM30SS Mikuni carbs will provide excellent fuel economy and easy starting.



## INDY SPORT 440 GT

Some things are just too good to keep to yourself. That's the case with the new 440 Indy Sport GT. But you're in luck because a two-up seat comes standard. And its 440 fan-cooled engine has all the power, in a lightweight package, needed to get you and a friend wherever you're going. This year, along with every other Indy, the Indy Sport GT has improved some details. For instance, under the hood, wiring has been harnessed and rerouted to give a neater appearance. Other standard equipment includes: a new backrest with more positions for greater rider comfort; speedometer; trip meter; adjustable handlebars; improved parking brake; high windshield, block-pattern track; and

storage rack. Now go tell a friend all about it.



Rear storage allows easy access to your snowmobiling essentials.



Want Life To

500

# To Pass You By In A Blur?



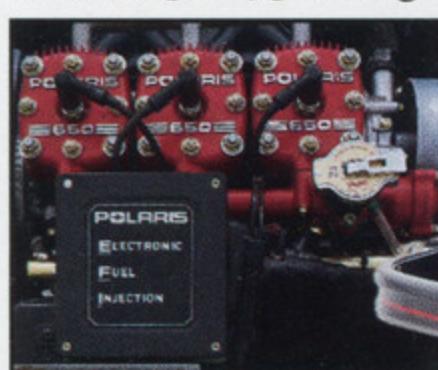
As the engine roars, your heart pounds and your vision narrows on the trail in front of you.

Then, with the ease of falling snow, you shift your weight, brake and accelerate. Faster. And faster. Until the speed transforms your surroundings. Most things are blurred. Yet others have never been more clear.

Some say it's the only reason you're out there. You say it's not. Who are you trying to kid?

## INDY 650, INDY 650 RXL (SKS)

The Indy 650RXL and Indy 650(1990 Eagle River Champion) are the two fastest production snowmobiles made today. This year, the RXL becomes the first snowmobile with Electronic Fuel Injection, which improves everything from performance to starting. These liquid-cooled triples sport liquid-cooled hydraulic disc brakes, IFS and improved Dial-Adjust rear suspension that allows  $7\frac{3}{4}$ " of travel. Other standard equipment: carbide wear bars; Kevlar reinforced, full-block pattern track; full array of warning lights; handwarmers; adjustable handlebars; large capacity alternator; front and rear bumpers; parking brake; and new  $11\frac{1}{4}$ -gallon fuel tanks.



It's fitting that the new three-cylinder Polaris with EFI bear the name of the spectacular high-performance model that originally introduced IFS in 1976.



## INDY 500 (SP, SKS)

The tally is in. And the decade's "Most Significant" snowmobile, as selected by the readers of *SNOWMOBILE Magazine*, is the Indy 500. Selected for its reliability, comfortable ride, outstanding looks and value, the Indy 500 is truly a remarkable machine. Powered by a 500 liquid-cooled twin engine, this machine is designed for maximum joy. Complete with everything you expect in an Indy (IFS and Dial-Adjust rear suspension), this is a snowmobiler's snowmobile. Other standard equipment includes: front and rear bumpers; full array of gauges and lights; adjustable handle bars; improved parking brake; new  $11\frac{1}{4}$ -gallon fuel tank; and carbide wear bars. The Indy 500, 500 SP with wider ski stance, and 500 SKS with longer track are modern-day legends.

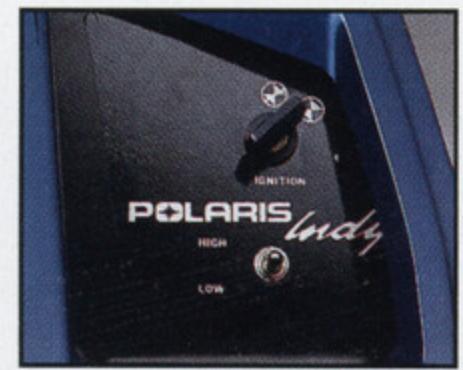


SKS versions of the Indy 650 RXL and 500 feature a  $133\frac{1}{2}$  inch track for improved flotation in deep powder.



## INDY 400

Red. The color of passion, fire, and romance. Well, the Indy 400 didn't need a hot paint job to be considered a hot sled. Its 400 liquid-cooled twin, IFS and Dial-Adjust suspension had already taken care of that. Plus a new exhaust pipe beefs up already beefy performance. And like all the liquid-cooled Indys, the Indy 400 shines bright with a 60 watt Halogen headlight. Other standard equipment includes: speedometer; tachometer; trip meter; low oil and high beam indicator lights; improved parking brake; front and rear bumpers; and new 11 1/4-gallon fuel tank. So watch yourself. It's easy to fall for this little number.



On all Indys, a new key console provides improved accessibility to the key and choke.



## INDY 500 CLASSIC

With a machine as well equipped as the Indy 500 Classic it's almost easier to tell you what it doesn't have than what it does. Beyond great looks and outstanding performance, the Indy 500 Classic simply has class. Not to mention an explosive 500 liquid-cooled twin engine and suspension systems that flatten the toughest moguls. Standard equipment includes: speedometer; tachometer; trip meter; hand and thumbwarmers; electric start; instrument lights galore, improved parking brake; carbide wear rods, front and rear bumpers; new 11 1/4-gallon fuel tank; and dual mirrors.

It looks to good to be true. But it is.

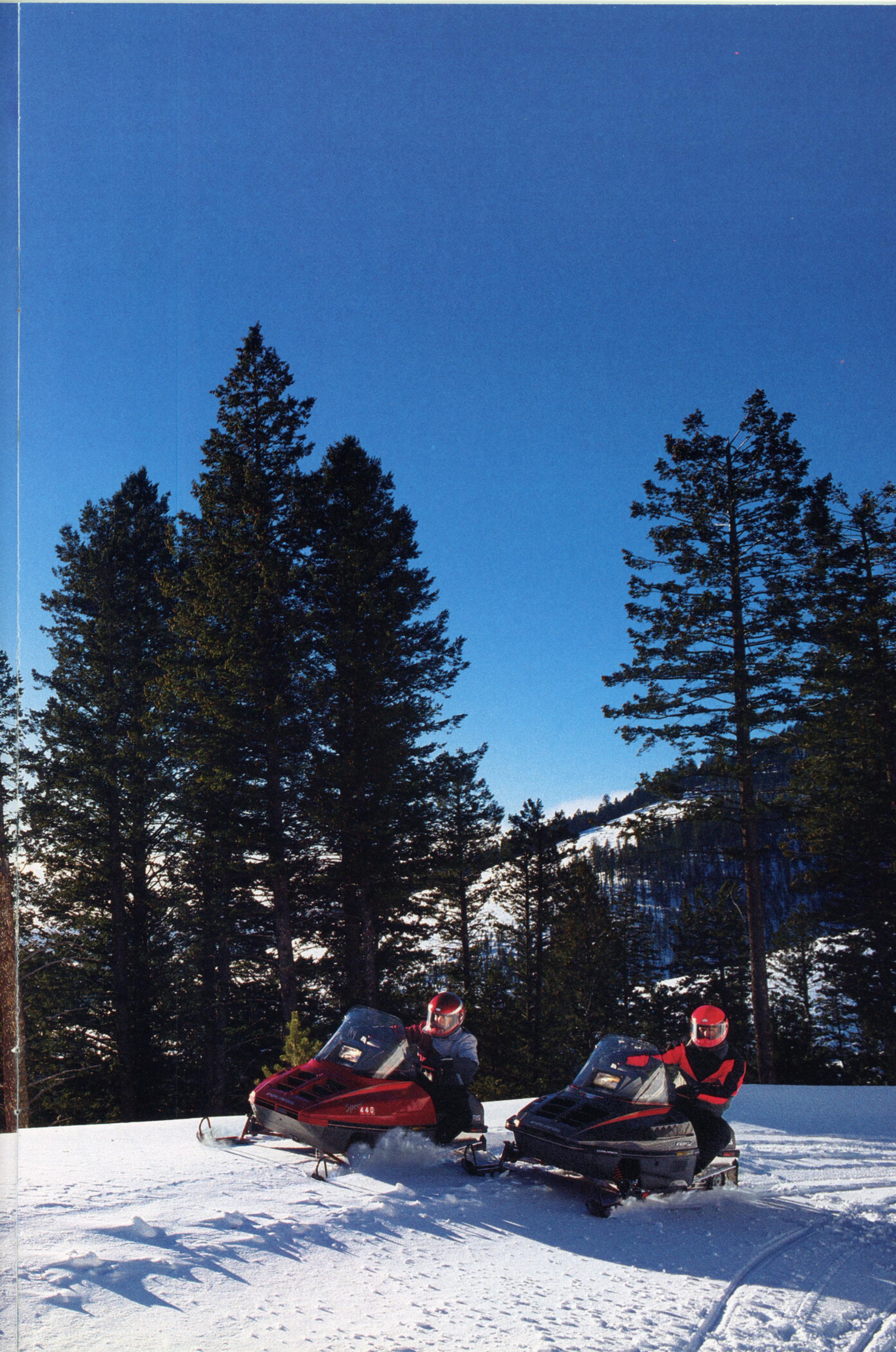


The Indy Classic features full instrumentation, including panel lights for temperature, low oil, headlight high beam and hand-warmers.



# No Boundaries.





You've waited all week. Planned every detail. The sleds are tuned and gassed. And now you're as anxious as a Whitetail deer. Soon you'll be miles from the average and everyday.

With thousands upon thousands of miles of groomed trails to choose from, and no particular destination, you take-off. Now all you need is a month full of Sundays.

## INDY TRAIL

If there were only one kind of snowmobile in the world, you'd want it to be an Indy Trail. No other machine so rightly combines performance, comfort and handling. First, its 488cc fan-cooled engine with twin carbs propels you up steep hills and motors you down winding paths. Next, legendary Polaris IFS and improved Dial-Adjust rear suspension smooth the most rugged trail. And a big 11 $\frac{1}{4}$ -gallon fuel tank lets you chase horizons all day long. Other standard equipment includes: front and rear bumper; speedometer; tachometer; trip meter; handwarmers; high beam indicator and low oil lights; adjustable handlebars; and improved parking brake. Sure there are other snowmobiles in the world. But none more

versatile than the  
Indy Trail.



Polaris Dial-Adjust rear suspension delivers an improved ride and 7 $\frac{3}{4}$ " of travel. By simply turning an exclusive adjustment knob, you tune the suspension action for any type of riding.



## INDY TRAIL DELUXE

Getting there in style, that's what you want. But you also want room for someone else. With the Indy Trail Deluxe, you get exactly that. The same combination of performance, comfort, and handling as you find in the Indy Trail, plus the Deluxe offers a standard two-up seat and electric start. And its 488cc fan-cooled engine with twin carbs, Polaris IFS and improved Dial-Adjust rear suspensions make for an enjoyable and exciting trip for you and your passenger. Other standard equipment includes: front and rear bumper; speedometer; tachometer; trip meter; handwarmers; high beam indicator and low oil lights; adjustable handlebars; improved parking brake; high wind-shield; and 11 $\frac{1}{4}$ -gallon fuel tank.



With its two-up seat and backrest, the Indy Trail Deluxe takes you and a friend in style and comfort.



## INDY WIDETRAK

Think of it as a packhorse with snowshoes. With a 20"-wide track and a 500 liquid-cooled twin engine, the Indy WideTrak can pack in passengers and supplies or haul goods through deep powder with ease. Other standard equipment includes: hi/low range transmission with reverse; handwarmers; speedometer; tachometer; trip meter; carbide wear warmers; speedometer; tachometer; trip meter; carbide wear bars; improved parking brake; under seat storage; front and rear bumpers; articulated rear suspension; high windshield; adjustable handle bars; storage rack and more. This twentieth-century mule is never stubborn and always gets the job done.



Under-seat storage provides more than enough space for tools and stuff.



## INDY TRAIL SUPERTRAK

It's a plane. It's a bird. It's SuperTrak. With its powerful 488cc fan-cooled twin, hi/low range transmission with reverse, and 156"-long, kevlar-reinforced, full-block pattern track, this Indy can handle just about anything. A storage rack and tow hitch make SuperTrak ideal for work and play. Other standard equipment includes: two-up seat and backrest with more positions for greater rider comfort; front and rear bumpers; speedometer; tachometer; trip meter; improved parking brake; high windshield; handwarmers; and carbide wear bars. SuperTrak may not be able to leap tall buildings in a single bound, but it handles most other tasks with ease.



Exclusive articulated rear suspension on Indy SuperTrak pivots to keep more of its 156"-long track on the snow.





# Products Of Their Environment





Polaris Winterwear and accessories are born of snow and cold. From Polaris jackets and bibs, to Indy Sizzler mitts and boots, quality and dependability are found in every stitch. With brand name products like Hein Gericke leathers, Gore-Tex® fabric, and Bell® helmets, you stay warm, comfortable and always in style.

### HEIN GERICKE LEATHERS: FINELY TUNED FASHION.

Polaris Leathers aren't your average snowmobile suits. To begin with, they're much more expensive. So they're not for everyone. But consider these points.

Polaris Leathers are made with the same level of craftsmanship that goes into every Polaris snowmobile. Lasting for years, they're more of an investment than an expense. Here's why.

First, Polaris leathers are crafted by Hein Gericke, the world's premier designer of riding leathers. Only the best portions of top-grain American cowhide are used. Other manufacturers use split cowhide which tends to be stiffer. Next, the leather is drum-dyed. This step allows the color to set completely through the leather. It's a painstaking process that few manufacturers endure. But it makes for

a more supple leather that resists scuffs and scratches.

Over years of making the highest quality leather

goods, Hein Gericke has discovered that 1.1 to 1.3mm thick leather is best for snowmobile clothing. That thickness provides the optimum combination of flexibility, protection, and comfort in both high and low temperatures.

Furthermore, details haven't been forgotten. For

instance, seams are double stitched with 5-ply nylon thread, ensuring strength for the long run. They also rotate each suit's sleeves about 15 degrees to accommodate your arm's natural riding position, creating more comfort for you.

One last point. When you wear your new leathers for the first time, they'll need a little breaking in. But soon you'll have an outfit that is as much a part of you as your Polaris is. And one that's well worth the expense.



Gore-Tex®—Guaranteed To Keep You Dry.™



### FASHION THAT WEARS WELL AT PLACES LIKE MOOSE LAKE LODGE.

Always striving to bring you the best products, Polaris was first in the snowmobile industry to use the amazing Gore-Tex® fabric in its line of Winterwear apparel.

Both waterproof and breathable, Gore-Tex is the only protective outerwear fabric that combines these qualities for true winter comfort.

The revolutionary Gore-Tex membrane, with over nine billion pores per square inch, keeps rain and snow from coming, but allows your sweat to evaporate out. This membrane is not a coating or finish that can wear out. And it's not the surface fabric or the inner lining of your Winterwear. It's inside your Winterwear, separating you from the weather.

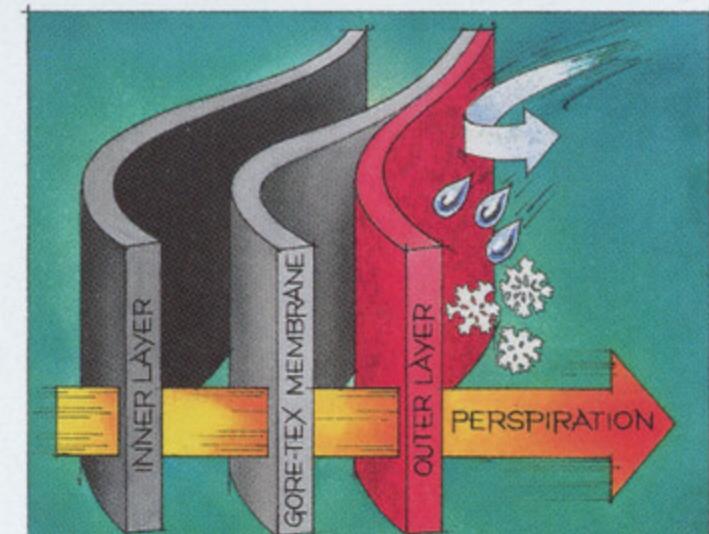
Other products may be "water-resistant" or "water-repellent" outerwear. But only products that use Gore-Tex fabric and specially sealed seams create an absolutely impermeable barrier against rain, snow and wind. Polaris Winterwear with Gore-Tex fabric—Guaranteed

To Keep You Dry.™

### ACCEPT NO SUBSTITUTES.

How do you make an already unbelievable snowmobile better? Simple. Use only genuine Polaris accessories. And accept no substitutes.

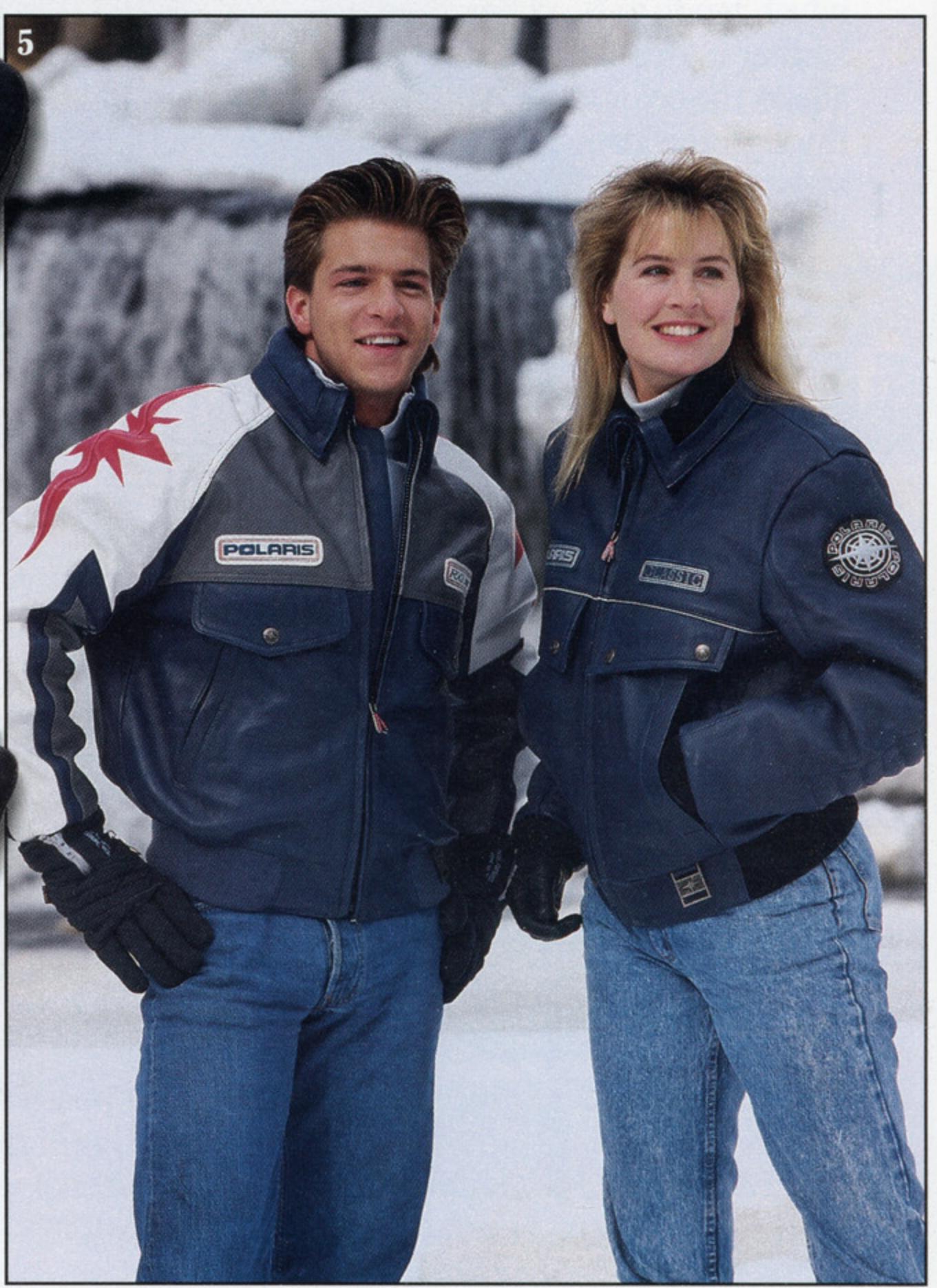
Only Polaris brand oils, lubes, and de-icer are formulated for Polaris snowmobiles. Other options like electric start and reverse gear kits (which are easily installed on all Indys) simply have no equals. But it doesn't stop there. Speedometers, tachs, hand and thumbwarmers that fit every Polaris snowmobile laugh at Ol' Man Winter's worst. As do Polaris boots, gloves, knitwear, and better-fitting Supplex® bibs. From stands, goggles, duffles, two-up seats, backrests, anti-theft devices, cargo carriers, and covers, the list goes on and on. Crafted with the highest standards, believe in these accessories, and trust your sled to nothing less.



Inside Polaris Winterwear, the Gore-Tex membrane keeps wind and moisture out, but allows your body's moisture vapor to escape.



Quality and dependability are found in every stitch and screw of genuine Polaris accessories.



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- 1.** Indy 650/400 and Indy 500 leather suits.
- 2a.** Indy all leather Competition gloves (Black/Royal/Grey)
- 2b.** Indy all leather Competition gloves (Black/Red/Grey)
- 2c.** Indy RXL gloves (Navy/Silver/Red)
- 3a.** Polaris nylon/leather gloves (Red/Grey) **3b.** Polaris nylon/leather gloves (Blue/Grey) **3c.** Gore-Tex® Zippered gloves
- 4a.** Indy Sizzler leather/nylon mid-cuff gloves **4b.** Sizzler nylon high-cuff mitts/gloves **4c.** Sizzler black leather high-cuff mitts/gloves
- 5.** Indy RXL & Indy Classic leathers (leather bibs available)
- 6.** Competition nylon jackets
- 7.** Men's and ladies' Supplex® nylon Classic/ RXL jackets & bibs (Garments made from Supplex II nylon fabric are extra warm and water and air resistant.)
- 8.** Men's and ladies' StarLite nylon jackets
- 9.** Men's and ladies' 650/Trail Supplex nylon jackets
- 10.** Men's and ladies' Sport Supplex nylon jackets
- 11.** Men's and ladies' 400/Lite nylon jackets

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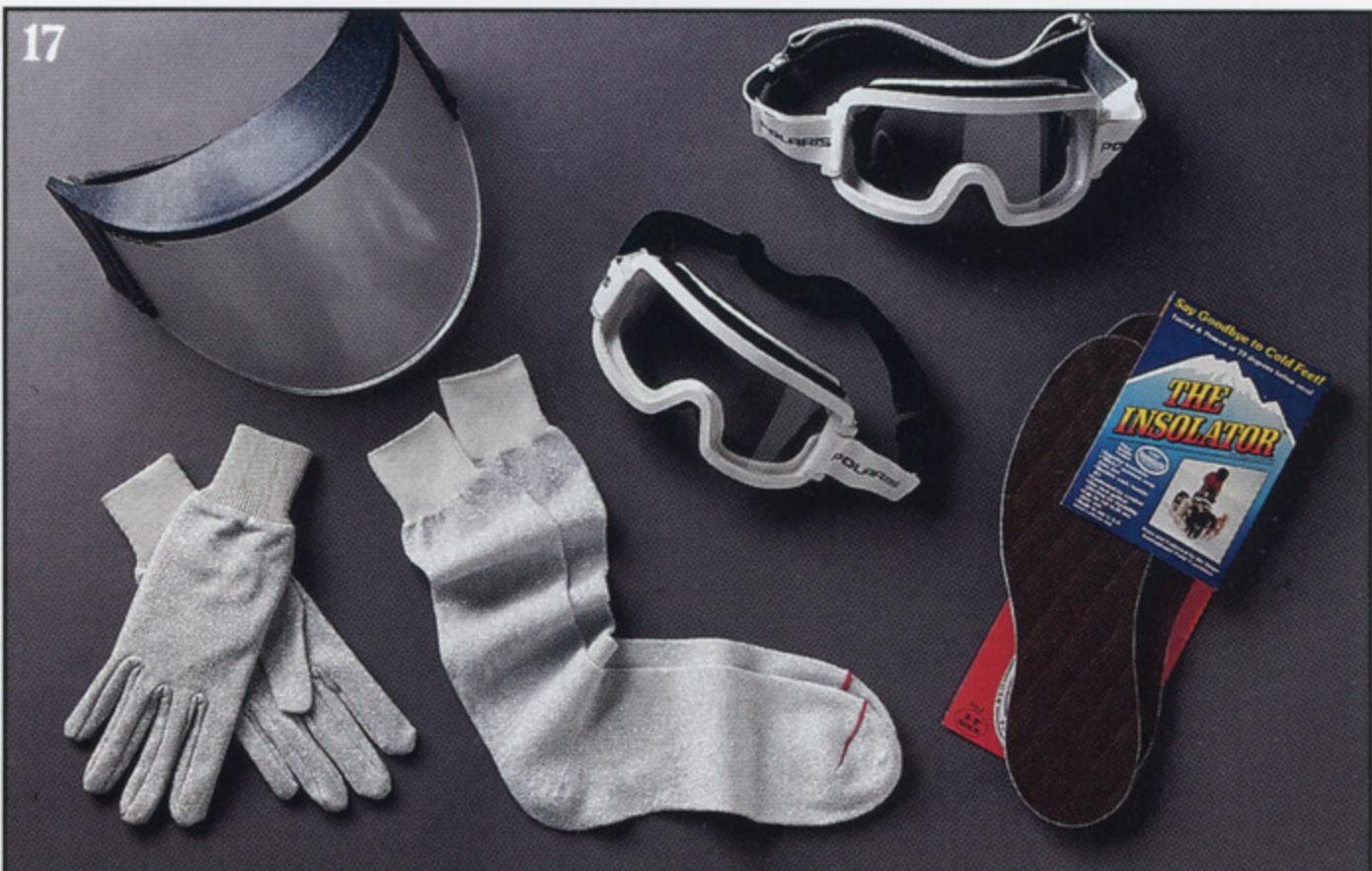
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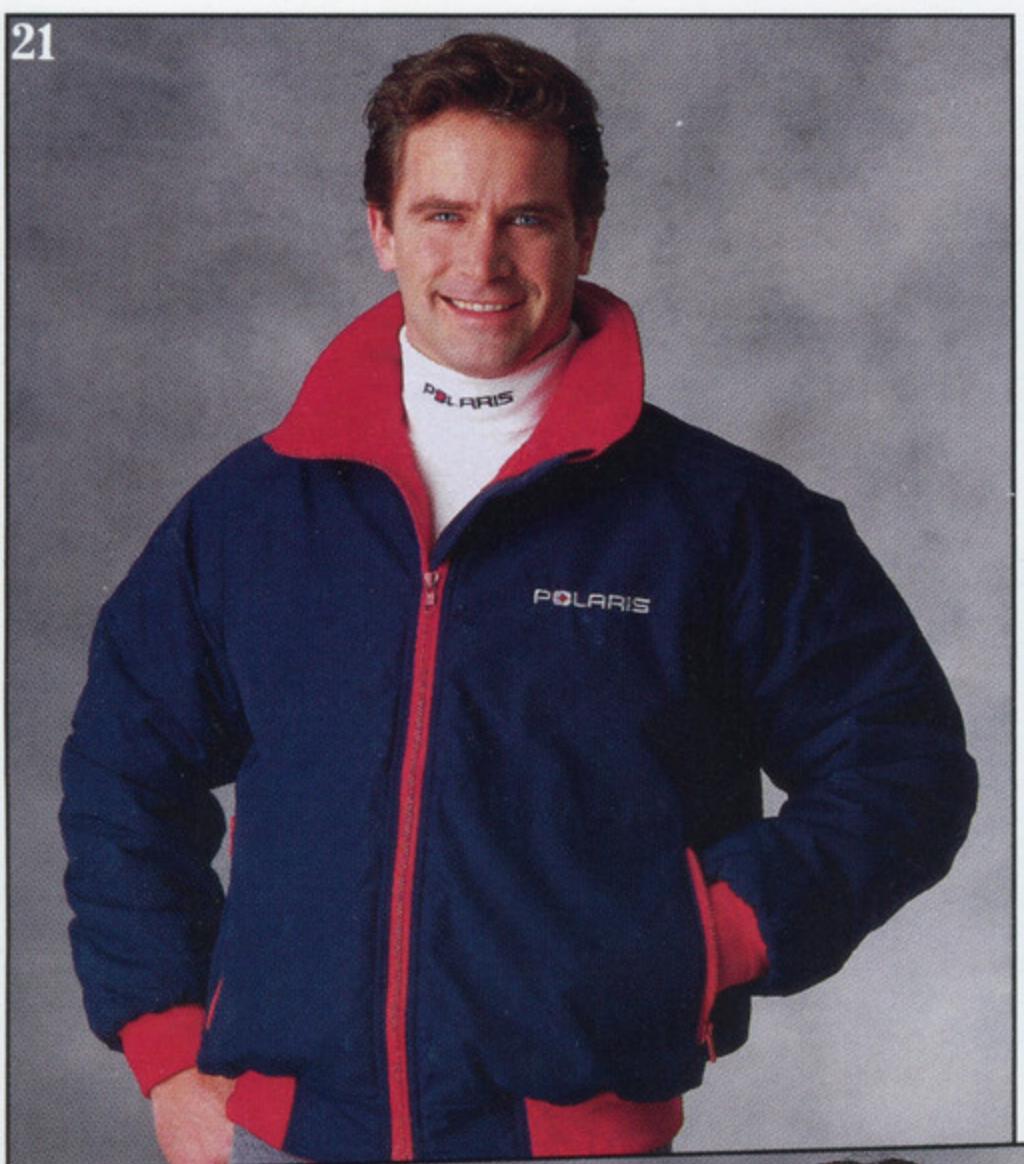
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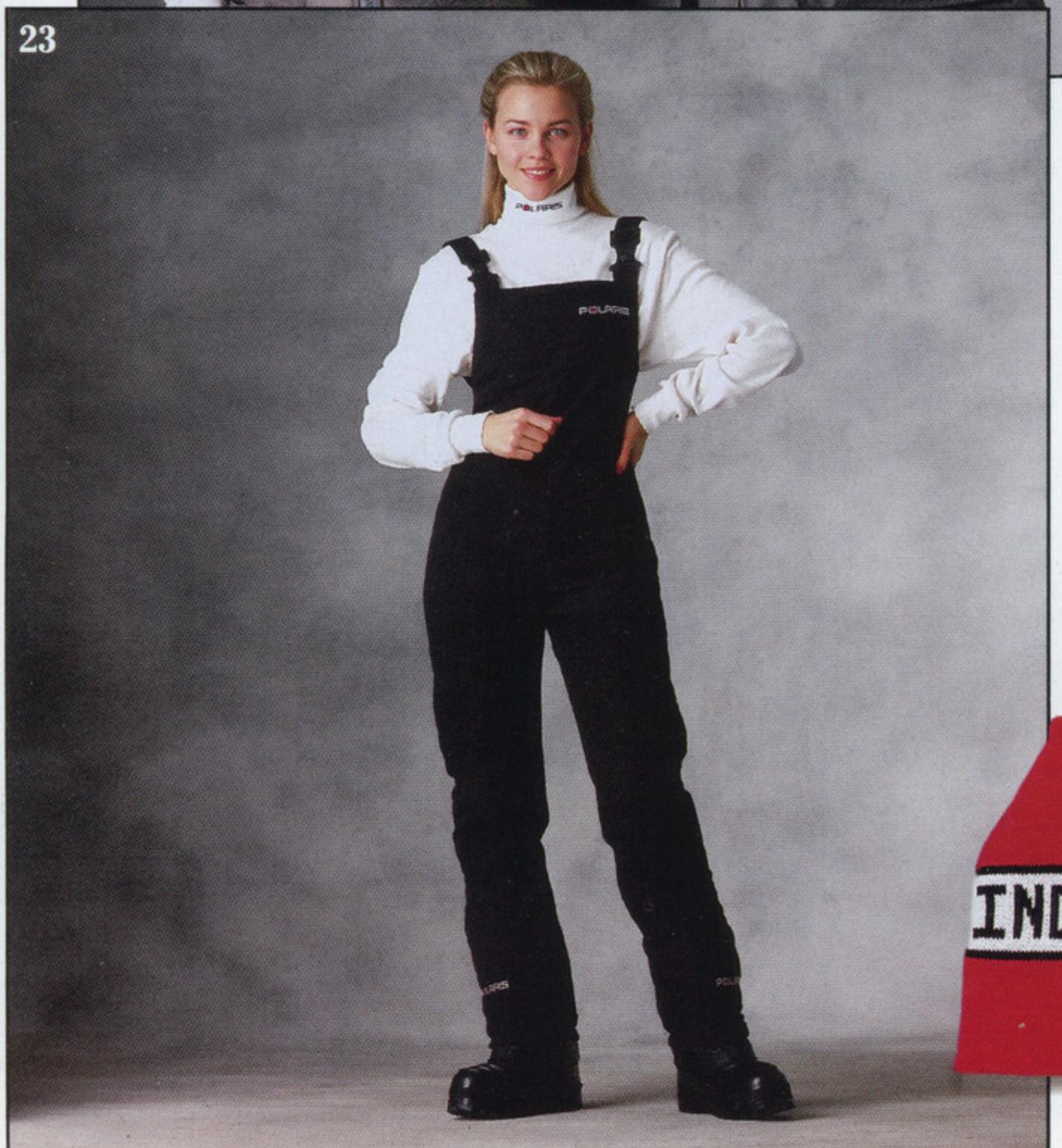
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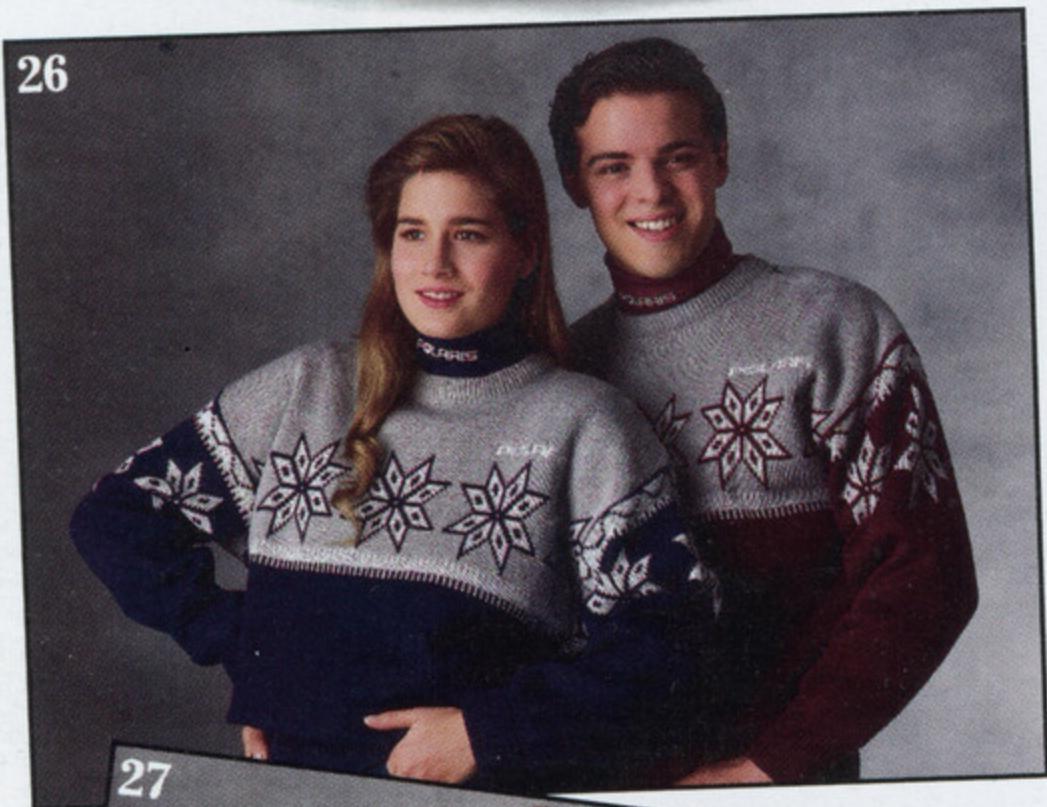


- 12. Men's and ladies' Indy 500 Supplex nylon jackets, with black nylon bibs
- 13. Challenger boots
- 14. Discovery and Trekker Boots
- 15. Indy 650 EFI, 500, and Factory Team jerseys
- 16. Men's and ladies' Thermax™ long underwear
- 17. Goggles, shields, heat-reflective gloves, boot insulators, and sock liners
- 18. PolarTek™ Fleece Neck Gators (red, royal, black)
- 19. Polaris neon headbands, and nylon balaclavas
- 20. Facemasks (navy red, grey, black, royal burgundy)
- 21. Spirit jacket with Polar Plus™ fleece lining
- 22. Vest, ¾ length jacket
- 23. Ladies' Supplex nylon/Thinsulate® Slimline bib (available in red)
- 24a. Snowflake stocking caps 24b. Polaris pom caps
- 24c. Indy pom caps
- 24d. Neon stocking caps with Thermax®
- 24e. Neon pom caps with Thermax® 24f. Indy stocking caps

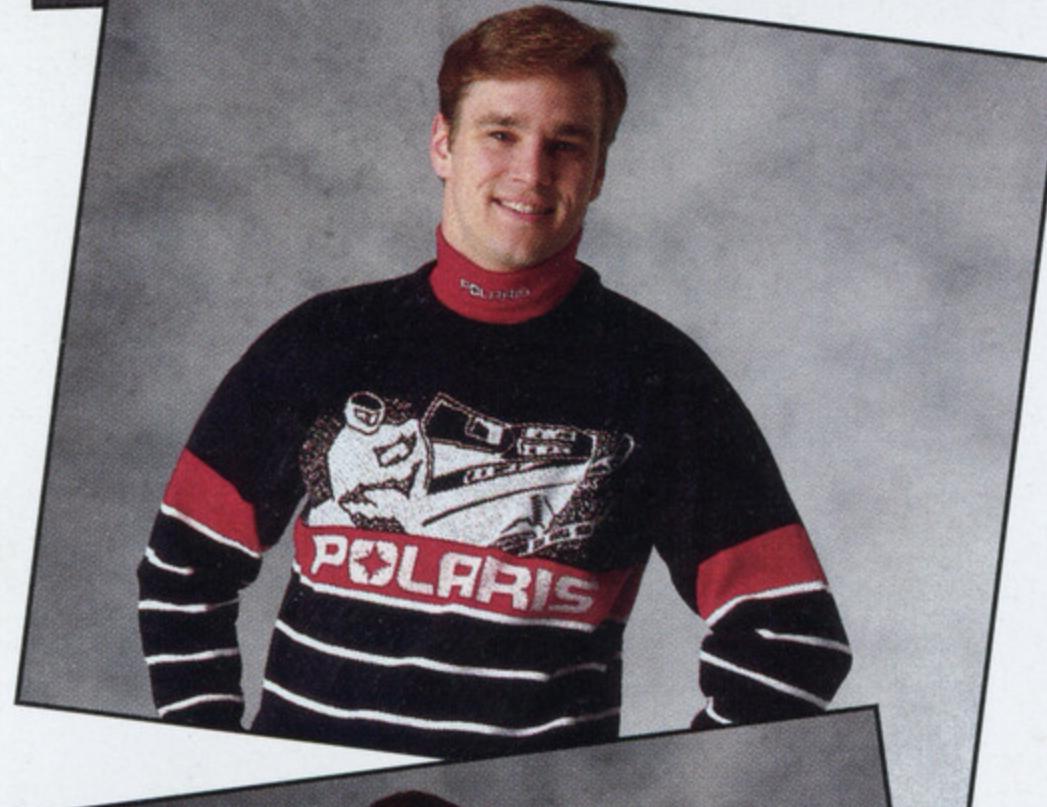
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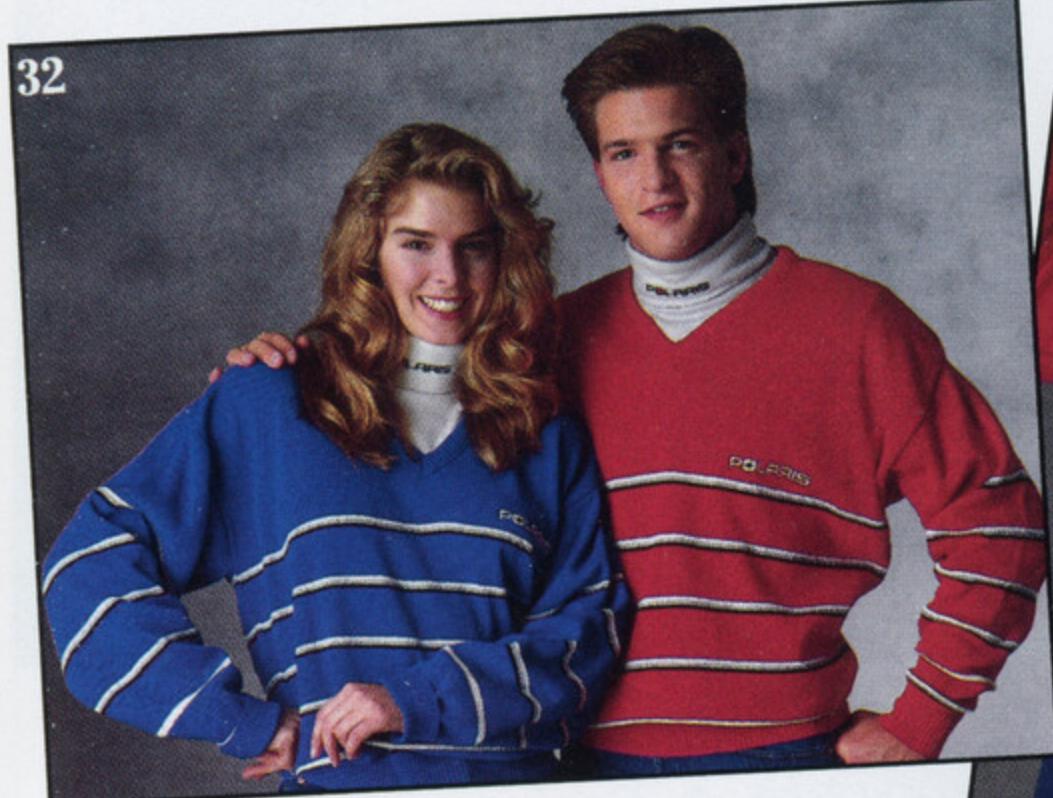
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- 25. Full-face wedge helmets by Bell®
- 26. Snowflake sweaters (burgundy/silver & navy/silver)
- 27. Polaris Snow-Action Sweater
- 28. Polaris Indy sweaters
- 29. Gore-Tex® jackets & Gore-Tex bibs
- 30. Youth competition jacket with black nylon bibs and one-piece suit
- 31. Open-face helmets by Bell®
- 32. Polaris v-neck sweaters
- 33. Kidney Belt
- 34. Turtlenecks & mandarin zippered turtlenecks

35a



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35b



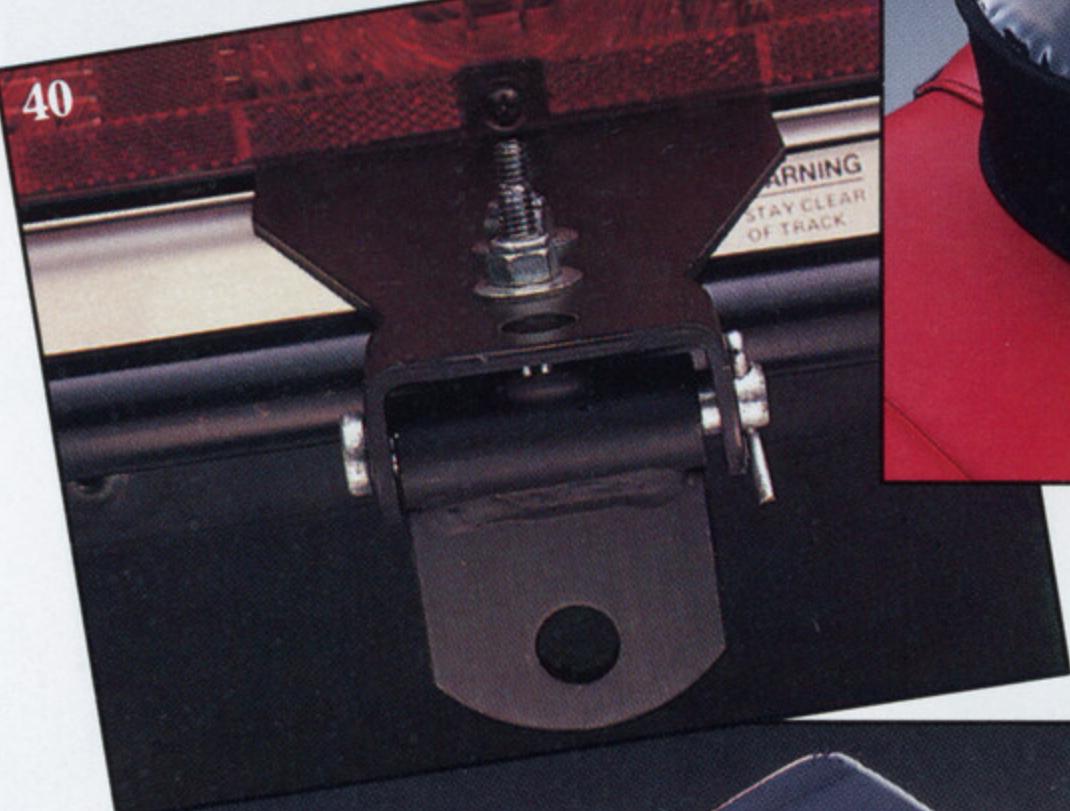
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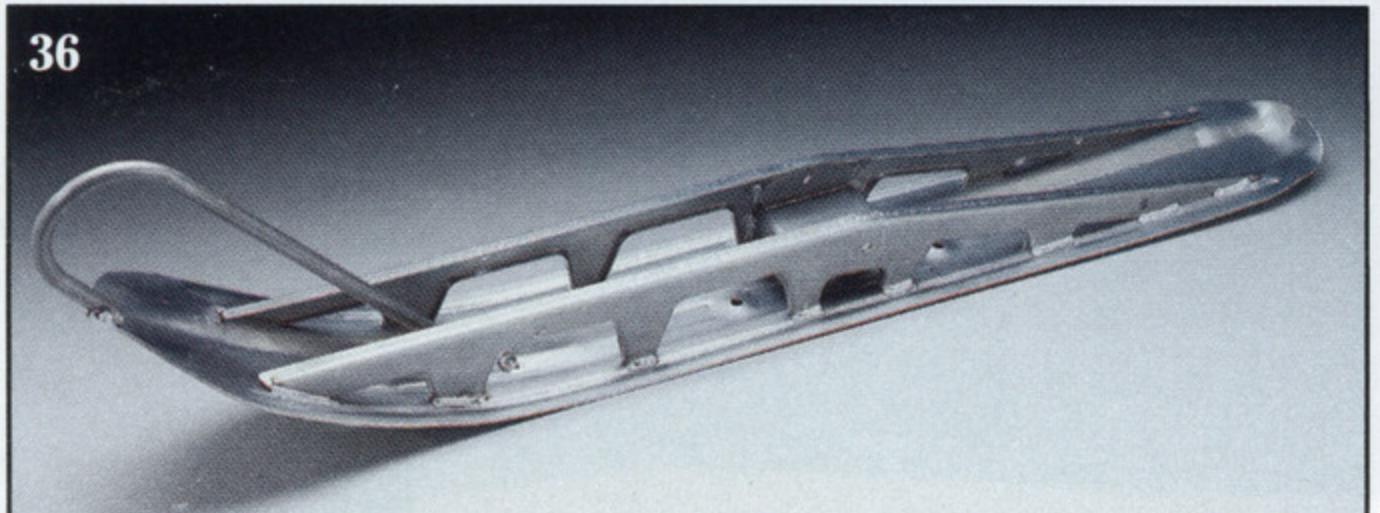
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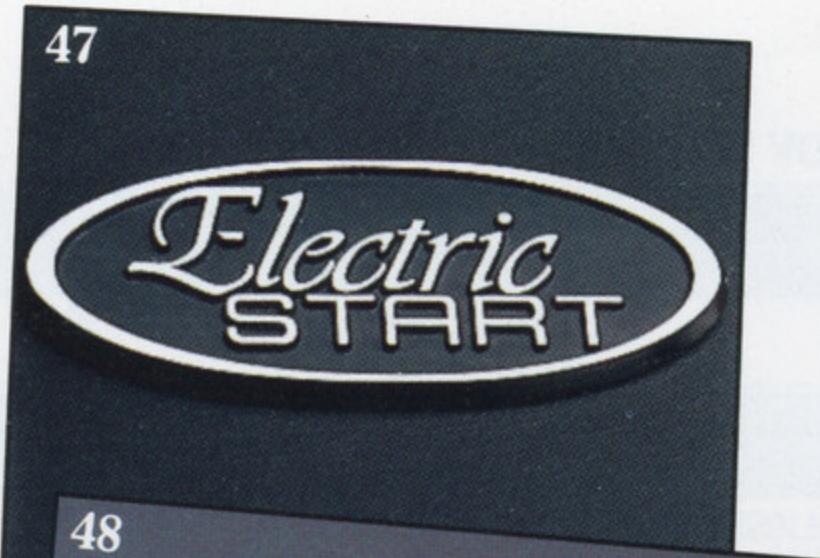
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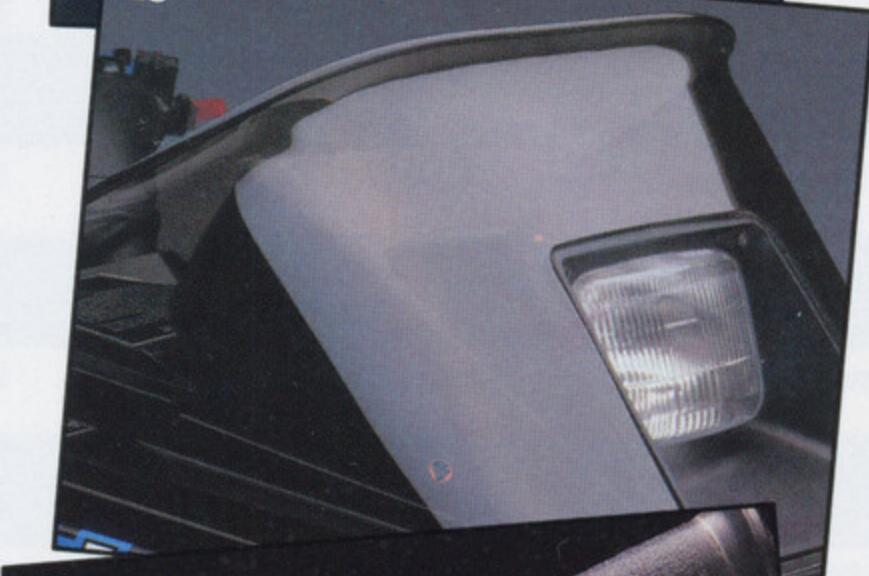
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**35a.** New waterproof sun-resistant super cover carries a two-year warranty.

**35b.** Durable cover protects your Indy from the elements.

**36.** Aluminum ski reduces unsprung weight for high-performance and racing applications.

**37.** Two-up seat and backrest lets you share your Indy with a friend.

**38.** Cargo rack gives you extra hauling capacity and is available with or without a backrest.

**39.** Tank Touring Bag with Map Holder

**40.** Universal tow hitch fits all Polaris Snowmobiles.

**41.** New vinyl rear & side saddlebags offer extra storage space.

**42.** Block-Pattern Track kit (either 141" or 133.5")

**43.** Anti-theft device locks throttle and kill switch.

**44.** Rear view mirrors are spring loaded to absorb impacts.

**45.** Screen kit keeps snow out of the engine compartment.

**46.** Polaris duffle bags & fleece-lined helmet bag.

**47.** Get fast starts with an electric start kit.

**48.** Low windshield fits all Indys (except Lites)

**49.** Polaris thumb-warmers, and hand-warmers with hi/low temperature settings.

**50.** Reverse gear kit is easily installed on all Indys (except Lites)

**51.** Optional front bumpers protect the nose cone of your Indy Sport, Sport GT, Indy StarLite and Indy Lite.

1991 SPECIFICATIONS						
	INDY STARLITE	INDY LITE	INDY SPORT	INDY SPORT GT	INDY TRAIL	INDY TRAIL DELUXE
ENGINE TYPE	Fan-cooled Single	Fan-cooled Twin				
DISPLACEMENT (cc)	244	339	432	432	488	488
BORE X STROKE (mm)	72 x 60	62.3 x 55.6	67.3 x 60	67.3 x 60	72 x 60	72 x 60
CARBURETION	1 VM30SS	2 VM30SS Slide Mikuni	2 VM30SS Slide Mikuni	2 VM30SS Slide Mikuni	2 VM34SS Slide Mikuni	2 VM34SS Slide Mikuni
LUBRICATION	Oil Injection					
IGNITION	CDI	CDI	CDI	CDI	CDI	CDI
ALTERNATOR OUTPUT	12V 150W	12V 150W	12V 200W	12V 200W	12V 200W	12V 200W
LIGHTING	Incandescent	Incandescent	Incandescent	Incandescent	Incandescent	Incandescent
LENGTH (in./cm)	103/261.6	103/261.6	106.25/269.8	118/299.7	106.25/269.9	113/287
WIDTH (in./cm)	37.9/96.2	37.9/96.2	41.62/105.7	41.62/105.7	41.62/105.7	41.62/105.7
HEIGHT (in./cm)	46/116.8	46/116.8	44/111.8	45/114.3	44/111.8	45/114.3
WEIGHT (lbs.)	340	361	390	427	436	486
SKI STANCE (in./cm)	36.5/92.7	36.5/92.7	36.5/92.7	36.5/92.7	36.5/92.7	36.5/92.7
TRACK WIDTH (in./cm)	15/38.1	15/38.1	15/38.1	15/38.1	15/38.1	15/38.1
TRACK LENGTH OVERALL (in./cm)	116/294.6	116/294.6	121/307.3	141/358.1	121/307.3	133.5/339
TRACK PATTERN	Small Block	Small Block	Block	Block	Block	In-line Block
TRACK REINFORCEMENT	Nylon	Polyester	Polyester	Polyester	Polyester	Kevlar
FUEL CAPACITY (U.S. gal./Imp. gal./liters)	7.7/6.4/29.14	7.7/6.4/29.14	7.3/6.1/27.7	7.3/6.1/27.7	11.25/9.4/45.5	11.25/9.4/45.5
RECOMMENDED FUEL	Leaded Regular, Leaded Premium, Unleaded Premium, 88 Octane Minimum	Leaded Regular, Leaded Premium, Unleaded Premium, 88 Octane Minimum	Leaded Regular, Leaded Premium, Unleaded Premium, 88 Octane Minimum	Leaded Regular, Leaded Premium, Unleaded Premium, 88 Octane Minimum	Leaded Regular, Leaded Premium, Unleaded Premium, 88 Octane Minimum	Leaded Regular, Leaded Premium, Unleaded Premium, 88 Octane Minimum
FRONT SUSPENSION	Parallel Link Trailing Arm IFS					
REAR SUSPENSION	Slide Rail	Slide Rail	Slide Rail	Slide Rail	Dial Adjust—7.75" Travel	Dial Adjust—7.75" Travel
BRAKE TYPE	Mechanical Disc	Mechanical Disc	Hydraulic Disc	Hydraulic Disc	Hydraulic Disc	Hydraulic Disc
STORAGE	Rear of Seat & 2 Hood Boxes	Rear of Seat & 2 Hood Boxes	Rear of Seat & Toolbox at Footrest			
SPEEDOMETER/TRIP ODOMETER	Optional	Standard	Standard	Standard	Standard	Standard
TACHOMETER	N/A	N/A	Optional	Optional	Standard	Standard
FRONT BUMPER	Optional	Optional	Optional	Optional	Standard	Standard
ELECTRIC START	N/A	Optional	Optional	Optional	Optional	Standard
INSTRUMENT LIGHTS	N/A	N/A	Low Oil Optional	Low Oil Optional	Hi Beam, Low Oil, Handwarmer	Hi Beam, Low Oil, Handwarmer
ADJUSTABLE HANDLEBARS	Standard	Standard	Standard	Standard	Standard	Standard
REVERSE GEAR	N/A	N/A	Optional	Optional	Optional	Optional
PARKING BRAKE	N/A	N/A	Standard	Standard	Standard	Standard
BACKREST	N/A	N/A	Optional	Standard	Optional	Standard
HANDWARMERS	Optional	Optional	Optional	Optional	Single Heat	Single Heat
THUMBWARMER	Optional	Optional	Optional	Optional	Optional	Optional
STORAGE RACK	N/A	N/A	Optional	Standard	Optional	Optional
TOW HITCH	Optional	Optional	Optional	Standard	Optional	Optional
CARBIDE SKI RUNNERS	Optional	Optional	Optional	Optional	Optional	Standard

Polaris reserves the right to change models, prices or specifications at any time without incurring obligations.

INDY WIDETRAK	INDY TRAIL SUPERTRAK	INDY 400	INDY 500 (500 SP, 500 SKS)	INDY 500 CLASSIC	INDY 650	INDY 650 RXL (650 RXL SKS)
Liquid-cooled Twin	Fan-cooled Twin	Liquid-cooled Twin	Liquid-cooled Twin	Liquid-cooled Twin	Liquid-cooled Triple	Liquid-cooled Triple
488	488	398	488	488	648	648
72 x 60	72 x 60	65 x 60	72 x 60	72 x 60	67.7 x 60	67.7 x 60
2 VM34SS Slide Mikuni	2 VM34SS Slide Mikuni	2 VM34SS Slide Mikuni	2 VM38SS Slide Mikuni	2 VM38SS Slide Mikuni	3 VM38SS Slide Mikuni	3 Throttle Bodies 46 mm Butterfly
Oil Injection						
CDI						
12V 200W	12V 180W	12V 180W				
Halogen	Incandescent	Halogen	Halogen	Halogen	Halogen	Halogen
128/325.1	128/325.1	106.25/269.9	106.25/269.9 (113/287 for SKS)	106.25/269.8	106.25/269.8	106.25/269.8 (113/287 for SKS)
41.62/105.7	41.62/105.7	41.62/105.7	41.62/105.7 (43.12/109.5 for SP)	41.62/105.7	41.62/105.7	41.62/105.7
49/129.5	45/114.3	44/111.8	44/111.8	44/111.8	44/111.8	38.5/97.8 (44/111.8 for SKS)
576	523	450	446/449 (SP) 456 (SKS)	472	486	490/496 (SKS)
36.5/92.7	36.5/92.7	36.5/92.7	36.5/92.7 (38/96.5 for SP)	36.5/92.7	36.5/92.7	38/96.7 (36.5/92.7 SKS)
20/50.8	15/38.1	15/38.1	15/38.1	15/38.1	15/38.1	15/38.1
156/396.2	156/396.2	121/307.3	121/307.3 133.5/339 for SKS	121/307.3	121/307.3	121/307.3 (133.5/339 for SKS)
Block	Block	Block	Block (In-Line Block for SKS)	Block	Block	Block (In-Line Block SKS)
Kevlar	Kevlar	Polyester	Kevlar	Kevlar	Kevlar	Kevlar
10/8.3/37.8	11.25/9.4/45.5	11.25/9.4/45.5	11.25/9.4/45.5	11.25/9.4/45.5	11.25/9.4/45.5	11.25/9.4/45.5
Leaded Regular, Leaded Premium, Unleaded Premium, 88 Octane Minimum	Leaded Regular, Leaded Premium, Unleaded Premium, 88 Octane Minimum	Leaded Regular, Leaded Premium, Unleaded Premium, 88 Octane Minimum	Leaded Regular, Leaded Premium, Unleaded Premium, 88 Octane Minimum	Leaded Regular, Leaded Premium, Unleaded Premium, 88 Octane Minimum	Leaded Regular, Leaded Premium, Unleaded Premium, 88 Octane Minimum	Leaded Regular, Leaded Premium, Unleaded Premium, 88 Octane Minimum
Parallel Link Trailing Arm IFS						
Slide Rail	Slide Rail	Dial Adjust—7.75" Travel	Dial Adjust—7.75" Travel (Scissor Kit on SP)	Dial Adjust—7.75" Travel	Dial Adjust—7.75" Travel	Dial Adjust—7.75" Travel
Hydraulic Disc	Hydraulic Disc Liquid Cooled	Hydraulic Disc Liquid Cooled				
Under Seat	Rear of Seat & Toolbox at Footrest					
Standard						
Standard						
Standard						
N/A	Optional	Optional	Optional	Standard	N/A	N/A
Hi Temp, Reverse, Hi/Lo Range	Reverse Gear, Hi/Low, Handwarmer	High Beam, Low Oil, High Temp. Indicator	High Beam, Low Oil, High Temp. Indicator	High Beam, Low Oil, High Temp. Indicator, Handwarmer	High Beam, Low Oil, High Temp. Indicator	High Beam, Low Oil, High Temp. Indicator, Handwarmer
Standard						
Standard	Standard	Optional	Optional	Optional	Optional	Optional
Standard						
Standard	Standard	Optional	Optional	Optional	Optional	Optional
Single Heat	Single Heat	Optional	Optional	Hi/Low	Hi/Low	Hi/Low
Optional	Optional	Optional	Optional	Standard	Optional	Optional
Standard	Standard	Optional	Optional	Optional	Optional	Optional
Standard	Standard	Optional	Optional	Optional	Optional	Optional
Standard	Standard	Optional	Standard (Optional on SKS)	Standard	Standard	Standard (Optional on SKS)

